SANTA FE SAFETY FIRST

Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

ASSISTANT SUPERINTENDENT

B. K. PERRY ..... Richmond, Calif.

TRAINMASTERS

E. E. SANDERS ..... Bakersfield, Calif.
W. H. LAWSON ..... Fresno, Calif.
G. H. DOTSON ..... Stockton, Calif.
R. E. JOHNSON ..... Richmond, Calif.

ASSISTANT TRAINMASTERS

R. J. ST. JOHN ..... Richmond, Calif.
J. A. BURTON ..... Pittsburg, Calif.
G. C. DADO ..... Bakersfield, Calif.

ROAD FOREMEN OF ENGINES

D. KEMP ..... Fresno, Calif.
L. R. STEPHENSON ..... Bakersfield, Calif.

CHIEF DISPATCHER

J. E. SIKES ..... Fresno, Calif.

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH ..... Fresno, Calif.
M. L. POTTER ..... Fresno, Calif.
J. B. BONESTEEL ..... Fresno, Calif

DISPATCHERS - FRESNO

N. S. PETERSEN
G. M. YOUNG
R. L. SIMPSON
R. D. RILEY
G. T. WHEELER
C. C. GRAHAM
L. L. SAGE
J. H. WEBBER
L. E. KIRKEENG
B. E. WALDRUM
D. F. PAULS

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION

TIME TABLE No. 17

IN EFFECT

Sunday, May 30, 1971

At 12:01 A.M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

R. H. ADAMS
General Manager
LOS ANGELES, CALIF.

F. L. ELTERMAN
Asst. General Manager
LOS ANGELES, CALIF.

G. E. BECKER
Superintendent
FRESNO, CALIF.

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile
Yard	C-R-Y			BARSTOW		746.4	
		34.3		1.8			0.0
233	B			HUTT		748.6	
		12.1		8.6			7.7
162	B			HINKLEY		757.2	
		34.3		9.0			24.5
161	B			HAWES		766.1	
		34.3		6.8			12.2
165	B			JIMGREY		772.9	
		28.0		11.0			26.9
161	C-Y			BORON		784.0	
		0.0		5.6			34.3
162	B			SILT		789.6	
		26.4		7.5			19.0
161	Y			EDWARDS		797.1	
		34.3		6.4			0.0
160	B			BISSELL		803.6	
		24.3		6.5			26.4
175	B			SANBORN		810.1	
		52.8		5.6			0.0
Yard	C-R-Y			MOJAVE (68.8)		818.4	
				66.9			
	C			KERN JUNCTION YL		885.2	
		15.8		2.5			0.0
Yard	C-R-T			BAKERSFIELD YL		887.7	
				(138.2)			

TRAFFIC CONTROL SYSTEM

ABS 2 TRKS.

Trains must get clearance card before leaving Barstow and Bakersfield, except at Barstow trains may proceed on clear train order signal in lieu of clearance card.

Southern Pacific time table and rules govern movement of trains Kern Junction interlocking to M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH, except Boron—20 MPH over switch to P.C. Borax spur.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between Barstow and Mojave, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more; speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.
"S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
MOJAVE DISTRICT	79	60
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20

Rule 93: Yard Limits Are Located At:
Bakersfield to Kern Junction.

LENGTH OF STEMS OF WYES

Barstow (M.P. 743.7) ..... 2796 Feet
Boron ..... Mine Spur
Edwards ..... Army Spur

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP

Capacity of Sidings In 50 ft. Cars	Communications, Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard	C-R-T			BAKERSFIELD		887.7	
		13.3		3.4			15.5
E134 W122				JASTRO		891.1	
		0.0		6.6			14.7
180		9.2		UNA		897.7	
				7.7			0.0
E96 W118	C-R			SHAFTER		905.4	
		0.0		7.6			10.6
130	C-R			WASCO		913.0	
		0.0		6.2			15.8
178				ELMO		919.2	
		0.0		5.4			15.8
180				SANDRINI		924.6	
		0.0		7.7			8.4
178				ALLENSWORTH		932.3	
		9.5		9.8			1.7
178				ANGIOLA		942.1	
		4.1		8.8			2.6
E116 W198	C-R-Y			CORCORAN		950.9	
		4.1		9.4			0.0
178				GUERNSEY		960.3	
		5.8		7.6			0.0
E176 W92	C-R			S. P. Crossing HANFORD		967.9	
		10.6		5.3			0.0
180				SHIRLEY		973.2	
		14.6		2.8			15.8
70	Y			LATON		976.0	
		0.0		6.2			15.8
180				CONEJO		982.2	
		10.6		6.1			0.0
178				BOWLES		988.3	
		10.6		6.1			0.0
				S. P. Crossing		994.4	
		0.0		0.8			4.2
Yard	C-R T-Y			CALWA		995.2	
				(107.5)			

Trains must get clearance card before leaving Bakersfield and Calwa.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

In TCS sidings, speed limit 40 MPH.

Between Bakersfield and Calwa, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
BAKERSFIELD TO JASTRO	79	60
JASTRO TO CALWA	90	60
Bakersfield M.P. 887.5 to 889	20	20
2 Curves M.P. 889 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	70
Shafter Lerdo Road M.P. 905.1	70	70
Alpaugh Spur	10	10
Corcoran M.P. 950.5 to 951.7	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
3 Curves M.P. 973.7 to 975.8	55	55
M.P. 994.4 to Calwa	40	40

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 917.6	Highwater	Controlled signal east end Elmo and Signal 9161
M.P. 946.3	Highwater	Signals 9461 and 9482

SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Sandrini	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	15
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location	Tracks Governed		Rule
Hanford		S. P. Coalinga branch.	TCS.
Calwa	0.8 East	S. P. main track and entrance to yard.	TCS.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8		
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh Spur	936.0	4.8 miles	West
Blanco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Monmouth	985.6	26	East & West

LENGTH OF STEMS OF WYES

Location	Feet
Corcoran	Visalia District
Laton	337
Calwa	Visalia District

Normal position for junction switches:
Corcoran for First District siding
Laton for First District siding

TIME TABLE NO. 17 May 30, 1971

WESTWARD ↓ — EASTWARD ↑

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard	C-R T-Y		CALWA — TWO TRACKS — TRAFFIC CONTROL SYSTEM	995.2	
		15.8	1.6		2.6
			S. P. Crossing	996.8	
		15.8	0.9		2.6
			S. P. Crossing	997.7	
		5.3	0.4		5.3
Yard	C		FRESNO — TWO TRACKS	998.1	5.3
		15.8	2.0		
80			HAMMOND — AUTOMATIC TRAIN STOP	1000.1	
		15.8	4.9		5.3
172			FIGARDEN	1005.0	
		10.6	6.3		15.8
180			GREGG	1011.3	
		15.8	8.3		15.8
180	B		MADERA	1019.6	
		15.8	5.8		15.8
180			KISMET	1025.5	
		7.4	5.7		0.0
E134 W144			SHARON	1031.1	
		15.8	10.4		15.8
180			LE GRAND	1041.5	
		5.3	5.8		15.8
194			PLANADA	1047.3	
		0.0	8.8		12.7
202	C-R		MERCED	1056.1	
		5.3	6.8		17.4
180			FLUHR	1062.9	
		18.0	8.8		20.0
180			BALLICO	1071.7	
		15.8	7.9		15.8
180			DENAIR	1079.6	
		22.7	9.6		15.3
180			EMPIRE	1089.2	
		26.4	6.4		0.0
160	C-R		RIVERBANK	1095.6	
		15.8	6.0		15.8
186			ESCALON	1101.6	
		0.0	8.0		15.8
180			DUFFY	1109.6	
		0.0	10.4		5.3
162	C-R-Y		**MORMON**	1120.0	
		0.0	0.7		10.3
	C-R		W. P. Crossing STOCKTON TOWER S. P. Crossing	1120.7	
		0.0	0.7		10.3
137	Y		STOCKTON — AUTOMATIC BLOCK SYSTEM	1121.4	
		1.6	5.2		1.8
96	B		GILLIS	1126.6	
		0.0	2.7		0.5
72	B		HOLT	1129.3	
		0.8	3.7		0.0
98	B		TRULL	1133.0	
		11.6	1.8		5.3
	B		MIDDLE RIVER	1134.8	
		0.0	2.0		10.6
71	C		ORWOOD	1136.8	
		3.2	3.0		10.6
74	B		BIXLER	1139.8	
		6.3	3.2		0.0
96	B		KNIGHTSEN	1143.0	
		3.6	3.1		6.6
64	B		OAKLEY	1146.1	
		13.2	4.2		15.8
108	B		SANDO YL	1150.3	
		0.0	1.8		15.8
104			ANTIOCH YL	1152.1	
		15.8	3.7		6.6
134	C-R		PITTSBURG YL	1155.8	
		5.3	3.4		11.6
70	B		BROSE	1159.2	
		15.8	4.4		15.8
108	C-R		PORT CHICAGO YL	1163.6	
		0.0	3.3		0.0
67	B		MALTBY	1166.9	
		52.8	6.5		0.0
68	B		GLEN FRAZER	1173.4	
		52.8	2.6		52.8
96	B		CHRISTIE	1176.0	
		0.0	3.1		52.8
102	B		COLLIER	1179.1	
		0.0	2.4		52.8
	C		PINOLE	1181.5	
		49.6	1.1		29.9
104	B		GATELEY	1182.6	
		52.8	3.9		52.8
106	B		RHEEM	1186.5	
		51.7	3.1		52.8
Yard	C-R T-Y		**RICHMOND** YL	1189.6	
			(194.4)		

Trains must get clearance card before leaving Calwa and Richmond.

Extra trains must get clearance card before leaving Riverbank.

Trains originating must get clearance card before leaving Mormon.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 100 feet west of MP 1123.

In TCS sidings, speed limit 40 MPH.

Between Calwa and Stockton, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
CALWA TO HAMMOND	79	60
HAMMOND TO MORMON	90	60
MORMON TO RICHMOND	79	60
Calwa to M.P. 996.8	40	40
M.P. 996.8 to 1002.0	20	20
M.P. 1002.0 to 1003.2	50	50
Curve M.P. 1047.4 to 1047.9	70	70
Curve M.P. 1053.8 to 1055.7	70	70
Merced M.P. 1055.7 to 1057.0	30	30
2 Curves M.P. 1069.1 to 1070.5	70	70
Curve M.P. 1087.9 to 1088.1	50	50
Oakdale Spur	20	20
Escalon M.P. 1101.4 to 1102.0	60	60
Curve M.P. 1119.1 to 1119.5	60	60
Stockton M.P. 1120.0 to 1122.0	20	20
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1168.6 to 1170.5	60	60
10 Curves and Tunnel No. 3 M.P. 1170.5 to M.P. 1174.3	45	45
Tunnel No. 3 M.P. 1174.3 to M.P. 1174.6	30	30
16 Curves M.P. 1174.6 to 1180.9	45	45
4 Curves M.P. 1180.9 to 1182.5	55	55
4 Curves M.P. 1184.7 to 1187.8	50	50
1 Curve M.P. 1187.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20

When street or highway crossings are shown, speed applies only while head end of train is passing.

Rule 93: Yard limits are located at:
Du Pont to and including Pittsburg
Port Chicago
Richmond

Normal position for junction switches:
Hammond for Second District siding

At Mormon, extra trains except those originating or terminating, may register by form 903.

(Continued on Page 5)

(Continued from Page 4)

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.
"S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Fresno	I	2 crossovers MP 996.8	30
	I	Turnout yard lead to eastward main track MP 996.8	30
	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train finding Signal 11731 or Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find Signal 11735 in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf Signal 11754. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Train failing to secure proceed indication on Signals 11731, 11733, 11735, 11752 or 11754 through procedure indicated above will be preceded through tunnel by flagman and train will not enter tunnel until flagman reaches opposite end of tunnel, calls on phone and notifies dispatcher and conductor (latter will listen in on phone at portal of tunnel from which flagman started) that route is clear. Flagman will specify "This is Flagman (giving name) of Train No. (giving number of train) and the route is clear." Conductor will acknowledge this information and train will proceed through tunnel at restricted speed. Booth telephones located at each portal of tunnel.

Night signals will be displayed through all tunnels between Maltby and Christie.

LENGTH OF STEMS OF WYES

Location	Feet
Calwa	Visalia District
Mormon	2610
Stockton	678

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	22	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Oakdale Spur	1095.6	6.5 miles	East
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East & West
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Du Pont	1147.6	58	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Zee	1149.7	64	East & West
Nichols	1161.3	15	East
Monsanto	1165.8	44	East & West
Muir	1170.6	..	East
Herpoco	1180.4	..	West
Bethlehem Steel	1184.5	34	East & West
San Pablo	1187.8	11	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location		Tracks Governed	Rule	Whistle Signal in Addition to Rule 14(Z)
Calwa	1.6 West	S. P. Porterville branch.	TCS.	
Fresno	0.4 East	S. P. Friant branch.	TCS.	
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).	
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0 Port lead —— 0 —— 0
Stockton	1.0 West	Main track, siding and Port lead.	Interlocking.	
Orwood	0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.2 West	Lead to Johns Manville over S. N.	98 (A), 98 (B), and Bulletin Instructions.	
Pittsburg	0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
Yard			TCS BAKERSFIELD		116.0		C-R-T
	13.3		—2.5—			0.0	
29			LANDCO YL		113.5		B-Y
	0.0		—2.8—			51.5	
28			OIL JUNCTION YL		110.7		B
			—38.8—				
	52.8		DUCOR YL		71.9	52.8	B
48			—5.9—				
	52.8		ULTRA		66.0	52.8	
			—7.0—				
			PORTERVILLEJCT.YL S. P. Crossing		59.0		
	0.0		—0.8—			33.2	
42			PORTERVILLE YL		58.2		C-Y
	52.8		—6.3—			52.8	
32			STRATHMORE JCT.		51.9	0.0	
	31.1		—1.1—				
28			MIRADOR		50.8	31.4	
	3.1		—4.1—				
52			LINDSAY YL		46.7		C
	5.0		—3.1—			34.8	
16			LUCCA		43.6		
	0.0		—0.6—			0.0	
12			SIDES		43.0		
	15.8		—3.8—			0.0	
40			EXETER YL		39.2		C
	15.8		—0.3—			0.0	
			Visalia Elect. Crossing		38.9		
	15.8		—2.2—			5.3	
16			VENIDA		36.7		
	0.0		—2.7—			5.3	
16			FANE		34.0		B
	21.1		—2.8—			8.9	
			HILLMAID		31.2		
	20.8		—0.1—			30.8	
			Visalia Elect. Crossing		31.1		
	20.8		—1.0—			30.8	
16			REDBANKS		30.1		B
	0.0		—1.8—			20.8	
10			CAIRNS		28.3		
	0.0		—1.4—			17.4	
18			RAYO		26.9		
	15.3		—6.3—			17.4	
			WYETH YL		20.6		Y
			—1.6—			26.8	
66			**CUTLER YL**				C
	0.0		—1.6—				
			WYETH YL		20.6		Y
	14.4		—2.0—			0.0	
24			OROSI YL		18.6		B
	30.3		—6.4—			15.2	
42			ORANGE COVE YL		12.2		C
	16.2		—5.9—			10.6	
23			NAVALENCIA YL		6.3		
	25.3		—6.3—			31.7	
22			MINKLER YL		0.0		Y
			(116.0)				

Rule 93: Yard limits are located at:
Landco to Oil Jct.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Jct.
Lindsay
Exeter
Cutler to and including Wyeth
Wyeth to and including Minkler via Orosi

Normal position of junction switches:
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Minkler	Porterville-Orosi District
Wyeth	1.6 Miles
Porterville	1143

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Wimp	22.2	5	East
Seville	23.8	26	West
Twin Buttes	25.3	9	West
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
Neil	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	14	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Hillmaid ....0.1 West	Visalia Elec.	98 (A), 98 (B).
Exeter .....0.3 West	Visalia Elec.	98 (A), 98 (B).
Porterville ....0.8 East	S. P. Success branch.	98 (A), 98 (B).

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
PORTERVILLE-OROSI DISTRICT	40	40
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Woodlake Spur	10	10
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Strathmore Spur	15	15
Sunland Spur	15	15
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	20	20

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

No switch lights between Ducor and Minkler.

Southern Pacific time table and rules govern between Oil Junction and Ducor.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.
"S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Landco	S	Stem of wye	10
	S	EE siding	15

VISALIA DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending — Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile
C-R-Y	Yard			**CORCORAN** YL		0.3	
		28.5		4.1			0.0
B	16			WAUKENA		4.4	
		13.2		5.6			0.0
	32			PAIGE		10.0	
		16.6		5.0			0.0
	24			S. P. Crossing TULARE YL		15.0	
		13.9		5.2			0.0
	52			LOMA		20.2	
		5.3		5.0			0.0
C	46			VISALIA YL S. P. Crossing		25.2	
		0.0		6.6			16.2
	28			PERAL		31.8	
		11.6		1.5			0.0
				S. P. Crossing		33.3	
		11.6		2.9			0.0
B				CALGRO		36.2	
		10.6		2.3			15.9
C	66			**CUTLER** YL		38.5	
		0.0		3.2			0.0
	32			SULTANA		41.7	
		0.0		3.4			13.2
	52			DINUBA		45.1	
		9.3		3.7			0.0
C-Y	Yard			REEDLEY YL		48.8	
		14.6		1.9			0.0
				S. P. Crossing		50.7	
		14.6		0.3			0.0
	22			LAC JAC		51.0	
		0.0		2.4			0.0
	68			PARLIER YL		53.4	
		5.3		1.4			0.0
	23			MILEY		54.8	
		1.1		3.7			2.5
C	52			DEL REY YL		58.5	
		0.0		3.4			7.9
	42			CASTY		61.9	
		0.0		2.5			8.5
	32			LONE STAR YL		64.4	
		0.0		2.0			10.6
	20			CECILE		66.4	
		0.0		2.5			10.6
C-R T-Y	Yard			CALWA YL		68.9	
				(68.6)			

WAHTOKE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending — Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile
Y	22			MINKLER		9.7	
		0.0		1.9			31.7
	76			CELLA		7.8	
		0.0		2.5			0.0
	17			WAHTOKE		5.3	
		33.2		1.4			0.0
	32			RADWIN		3.9	
		0.0		3.9			41.4
C-Y	Yard			REEDLEY		0.0	
				(10.1)			

Yard limits MP 10.1 to Reedley, inclusive.
Main track ends at MP 10 + 336'; just east of Minkler.
No switch lights on Wahtoke District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
VISALIA DISTRICT		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
WAHTOKE DISTRICT	25	25

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

Normal position of junctions switches:
- Corcoran for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Minkler for Wahtoke District

Length of stems of wyes:
- Corcoran.....Visalia District
- Calwa.....Visalia District
- Reedley.....Wahtoke District
- Minkler...Porterville-Orosi District

Rule 93: Yard limits are located at:
- Cutler to and including Wyeth
- Reedley
- Wahtoke District
- Parlier
- Del Rey
- Lone Star
- Visalia
- Tulare
- Corcoran (Visalia District only)
- Calwa (Visalia District only)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

VISALIA DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection
Higby	22.1	12	East & West
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei Spur	65.2	2.2 miles	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.
Visalia	S. P. Visalia branch.	98 (A), 98 (B).
Peral ....1.5 West	S. P. Porterville branch.	98 (A), 98 (B).
Lac Jac ...0.3 East	S. P. Porterville branch.	98 (A), 98 (B).

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

LATON DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
57		LATON		0.0		Y
	0.0	5.6			10.4	
7		CLINT		5.6		
	0.0	4.0			0.0	
10		GEPFORD		9.6		
	0.0	6.0			0.0	
16		SHILLING		15.6		
	0.0	1.8			0.0	
11		LANARE		17.4		Y
		(17.4)				

No switch lights on Laton District.
Yard limits Laton to Lanare, inclusive.
Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
100		ARVIN		333.1		B
	42.2	4.3			37.0	
		DI GIORGIO		328.8		B-Y
	0.0	2.0			42.2	
67		RIBIER		326.8		
	0.0	2.2			43.3	
54		LAMONT		324.6		B
	0.0	1.1			43.3	
		WEST LAMONT		323.5		
	0.0	6.6			43.3	
		ALGOSO		316.9		
	0.0	0.3			43.3	
		MAGUNDEN		316.6		B
		(16.5)				

No switch lights on Arvin District.
Yard limits Arvin to Magunden, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
ARVIN DISTRICT	25	25
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
LATON DISTRICT	10	10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

ARVIN DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection
Lonsmith	318.0	7	East & West
Harpertown	321.1	20	East & West
Patch	325.9	15	East

LENGTH OF STEM OF WYES

Laton	337 Ft.
Di Giorgio	500 Ft.

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	← WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	→ EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
Yard			RICHMOND		0.0		C-R T-Y
	64.4		4.5			39.6	
17			EL CERRITO		4.5		B
	22.7		3.5			31.7	
20			BERKELEY		8.0		B
	0.0		1.9			0.0	
			S. P. Crossing		9.9		
	0.0		1.0			79.4	
Yard			OAKLAND 40th and San Pablo		10.9		C-Y
			(10.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
OAKLAND DISTRICT	20	20
Track M.P. 0.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Berkeley .....1.9 West	S. P. Berkeley branch.	Bulletin Instructions.
Oakland .....0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.
Oakland .....1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Conlon	3.3	3	East & West
Malott	4.0		
Fairmount Avenue	5.7	2	West

LENGTH OF STEMS OF WYES:

Oakland (new) ..... 1800 ft.
Oakland (old) ..... 320 ft.
Richmond ..... Oakland District

OIL CITY AND FRESNO INTERURBAN DISTRICTS

FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile
			HAMMOND		0.0	
	0.0		2.0			0.0
7	0.0		CINCOTTA		2.0	0.0
6	0.0		0.4 BARTONETTE 2.6		2.4	0.0
24			CAMEO S. P. Crossing		5.0	
	0.0		2.2			0.0
6	0.0		BURNESS		7.2	0.0
24	42.2		5.8 FAIRVIEW 1.2		13.0	10.6
7	15.3		BIG BUNCH		14.2	8.4
14	9.5		1.0 ZEDIKER 0.5		15.2	0.0
10	31.7		RIVERBEND		15.7	42.2
4	10.6		1.0 ELK 0.2		16.7	0.0
			BELMONT AVE.		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.
Yard limits Hammond to Belmont Ave., inclusive.

Normal position of junction switches:
Hammond for Second District siding.
Cameo for Fresno Interurban District.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 17 May 30, 1971 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
38			OIL JUNCTION		308.6		B-Y
	21.1		2.2			0.0	
28			SEGURO		310.8		
	10.5		0.8			0.0	
24			MALTHA		311.6		
	52.8		2.1			42.2	
Yard			OIL CITY		313.7		
			(5.1)				

No switch lights on Oil City District.
Yard limits Oil Junction to Oil City, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
FRESNO INTERURBAN DISTRICT	10	10
OIL CITY DISTRICT	20	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Cameo	S. P. Friant branch.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Hammer Field Spur	4.9	1 Mile	East

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, and San Francisco (China Basin).

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

8. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

SPEED REGULATIONS

9. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmasters, and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720	Other Wrecking Derricks	Other Machines Including Derrick 199775
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
Any point on all other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, AT 199914, or AT 199915 must not exceed 50 MPH.

Pile drivers must be handled in train next to engine.

10. Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives:			
84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100)	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES

Diesels	Forward Miles Per Hour	Light Miles Per Hour	Backing or When Not Controlled From Lead Unit Miles Per Hour	Dead In Train Miles Per Hour
16-48, 84, 300-344, 5900-5948, 8000-8005	90	90	45	90
7900-7909, 8500-8524, 5590-5614	90	90	*45	90
200-289	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2404-2441	45	45	45	45

*NOTE: Forward speed applies when backing-handling train controlled from leading unit.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. NAT DOWNS REID, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

A. J. STROBEL, GENERAL WATCH INSPECTOR
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR
San Bernardino, Calif.

For name and address of local surgeons and local watch inspectors, refer to bulletin book.

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Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

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Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.